Chapter 4 Cumulative Impacts

Both NEPA (40CFR 1508.7) and CEQA [Guidelines Section 15130(a)] require a discussion of cumulative impacts when a project's incremental effects are cumulatively considerable when taken together with those of closely related past, present and reasonably foreseeable projects. Cumulative effects analyses are typically difficult to thoroughly assess due to a lack of definitive information on future development projects. This analysis uses the best available information to assess the potential cumulative effects of the proposed project.

4.1 Cumulative Effects Area

For the proposed project, the area for evaluation of cumulative effects is the SR 70/149/99 corridor between southern Sutter County and Chico (Figure 4-1). For this analysis, the area of cumulative impacts considered includes southern and eastern Sutter County, western Yuba County, and south-central and western Butte County (primarily up to SR149). This area lies entirely on the eastern valley floor of the Sacramento Valley within the Feather River watershed. Similar to the Sutter 99 corridor, these areas have been significantly altered by agricultural practices, previous roadway construction, and urbanization.

4.2 Projects Considered in Cumulative Effects Evaluation

The following projects, described in Table 4-1, have been included in the cumulative effects evaluation since these projects are either located along the SR 99 corridor or are found in the general vicinity of the proposed SR 99 project in Sutter County:

- SR 99 Safety and Operational Improvement Project (proposed project)
- Route 70 Expressway Upgrade
- SR 70 Motorplex Interchange Project
- SR 99 Operational Improvements (O'Banion to Lincoln Road)
- SR 99 Operational Improvements (Sacramento Avenue to Wilkie Avenue)
- Third Bridge Crossing of the Feather River

Figure 4-1 – Cumulative Effect Study Area

Table 4-1 - Cumulative Effects Corridor Projects

Highway Projects in Corridor	Project Description	Biological Issues
Marysville Bypass	New Route 70, from the 70/65 split north to Oroville	Vernal pools, new river crossings (riparian habitat), VELB, waterfowl habitat
Route 70 Expressway Upgrade	Widening from 70/99 split north to McGowen – Nicholaus bypass	GGS, VELB, Vernal pools, anadromous fish Wetlands
Route 149 Expressway Upgrade	Upgrade between 70 and 99 (4 alternatives)	VELB, vernal pools, wetlands
Third River Bridge	New route 65 extension to 99 (3 alternatives)	GGS, VELB, anadromous fish, wetlands
Motorplex Interchange (Yuba Co.)	Interchange at 70 and the motorplex complex	GGS, wetlands
Route 70 Extension/Ophir Rd. Interchange	Freeway upgrade and new interchange	VELB, wetlands, GGS

Other non-federal projects that would most likely occur in the cumulative effects corridor include mostly residential and commercial development (Table 4-2). These non-federal actions are largely based on build-out and growth patterns consistent with approved land use plans. Land use planning documents used in this analysis include Sutter County, Yuba County, Butte County, Yuba City Urban Area general plans, Sutter County's FPARC (Food Processing, Agricultural and Recreation Combining Area Plan), City of Marysville, City of Oroville, and City of Chico general plans. Figure 4-2 provides the locations of these local-planning areas of planned growth.

Table 4-2 - Urban Developments to be Addressed Under Local HCP

Project	Description	Biological Resources
Sutter County		
Yuba City Urban Plan	Development within vicinity of Yuba City, impacts to orchards	Little natural habitat
Yuba County		
Yuba County General Plan	Commercial and industrial development along Hwy 65	Wetlands, vernal pools, anadromous fish
North Arboga Study Area	Residential and commercial development south of Olivehurst	Vernal pools, wetlands and GGS
Plumas Lake Specific Plan	Residential and commercial development extending south of the Arboga Study Area along Hwy 70	Vernal pools, wetlands and GGS
East Linda Specific Plan	Residential and commercial development extending east of Linda	Little natural habitat
Yuba County Motorplex and Amphitheater	Racetrack, amphitheater and business park development south of Linda/Olivehurst	Wetlands
City of Marysville General Plan	City build-out, redevelopment of areas	Feather River and Yuba River – anadromous fish
North Marysville Specific Plan	North extension of Marysville for residential and commercial development	Wetlands, District 10 waterfowl habitat
Spring Valley Specific Plan	Residential community northeast of Marysville and District 10 waterfowl area on Hwy. 20	Wetlands, possibly vernal pools, winter foraging habitat
Butte County		
City of Oroville General Plan	Planned growth around the city of Oroville	VELB, vernal pools, riparian, anadromous fish
City of Chico General Plan	Planned growth confined to the Chico City area	VELB, GGS, Vernal pools, anadromous fish

4.3 Cumulative Effects

Caltrans/FHWA transportation projects are predominately confined to the existing highway corridors. These transportation projects would essentially upgrade highway capacity on existing corridors in the region in response to anticipated growth, safety concerns, and level of service. Exceptions include the proposed project, and some of the Marysville Bypass alternatives.

Based on local planning documents, anticipated growth within the cumulative effects area is expected to continue to be primarily concentrated, around existing developed communities including Yuba City, Olivehurst, Linda, Marysville, Oroville, and Chico. Generally, agricultural lands are the dominant land use in the cumulative effects area. Preservation of these lands, as well as remnant natural habitat areas is a primary planning goal emphasized by city and county planning policies. It appears that for the foreseeable future, agricultural uses would continue as the primary land use outside the areas identified for planned growth.

Figure 4-2 – General and Specific Plan Locations (Anticipated Growth Areas)

4.3.1 Biological Resources

Pacific Flyway

Individual projects may temporarily and permanently impact land which provides habitat for bird species that migrate through the Pacific Flyway. Similar to the proposed project, other projects considered for the cumulative analysis would individually mitigate for the take of land, which provides potential habitat. Many of the projects included under the analysis are linear transportation projects where the take of habitat is adjacent to the existing highway. In many projects, replacement of habitat involves the purchase of land tracts located away from the highways. The purchased tracts of land have minimum requirements (established by the Department of Fish and Game) which, in most cases, have more habitat value than the linear habitat being removed for the highway projects. The cumulative impacts could be considered positive when the overall result is a gain of more valuable habitat that is being managed specifically for migrating birds and other wildlife.

Cumulative Effects To Threatened and Endangered Wildlife and Plant Species

Biological resources considered in the cumulative effects analysis include habitats which support special-status species (i.e.Giant Garter Snake). Federal-listed species considered in this evaluation include Giant Garter Snake, Central Valley Chinook and Salmon Central Valley Steelhead.

Table 4-3 – Cumulative Impacts to Biological Resources

Projects Considered	Area Of Impact				
	Central Valley Steelhead & Chinook	**Giant Garter Snake Habitat ha (ac)**	**Swainson's Hawk Habitat ha (ac)**	**Wetlands ha (ac)**	**Riparian**
SR99 Safety & Operational Improvement	Potential Impact	32.0 ha (77ac)	18 (45.0)	.236 (.583)	.627 (1.6)
Route 70 Expressway Upgrade	Potential Impact	140.5 ha (347.05 ac)	111.3 (275.0)	2.0 (5.0)	1.0 (2.5)
Route 149 Expressway Upgrade	No Impact	N/A	63.0 (155.7)	8.95 (22.12)	.89 (2.2)
Algodon Rd. Interchange	No Impact	9.1 (22.5)	22.8 (56.30)	.95 (2.31)	No
Yuba/Butte 70 Marysville to Oroville Fwy	Potential Impact	16.1 (40.0)	10.1 (25.0)	12.10 (30.0)	6.0(15.0)
Industrial Commercial Reserve	N/A	N/A	N/A	N/A	N/A
Route 65 Third River Bridge	Yes[1]	Yes[1]	Yes[1]	Yes[1]	Yes[1]
Route 70 Extension/ Ophir Rd. Interchange	N/A	3.7 (9.2) – 9.4 (23.3)	5.19 (12.8)	.92(2.27) – 1.52 (3.75)	.55 (1.36) – .91 (2.25)

Where listed species are affected; consultation is done with the resource agencies under the Federal Endangered Species Act (FESA). Permitting through this Act would be completed for individual projects. Cumulatively, the viability of some sensitive species throughout the region could be impacted. However, each project will mitigate for specific impacts through avoidance, creation and preservation. Often times, through mitigation requirements, the resource agencies are able to obtain large parcels of suitable habitat for impacted species. This ability to acquire such large, suitable parcels creates a continuity that facilitates viability among individual species.

Giant Garter Snake

The proposed project has the potential to impact Giant Garter snake (GGS) habitat. In addition to the proposed project, other projects that would potentially impact

individuals and habitat include Route 70 Expressway Upgrade, Algodon Road Interchange, Yuba-Butte 70 Marysville-Oroville Freeway, and Route 70 extension/Ophir Road Interchange. Additionally, cumulative effects to giant garter snake include fluctuations in aquatic habitat due to water management, dredging and clearing vegetation from irrigation canals by both private and public entities.

The proposed project and other projects in the cumulative effects area would provide mitigation measures in the form of compensation at a ratio of 1:1 for temporary effects and 3:1 for permanent effects. Construction windows, monitoring within 24 hours of construction, and re-inspection following lapses in construction will also minimize effects to the Giant Garter snake.

Impacts to the Giant Garter snake resulting from the other projects listed in Table 4-3 would be mitigated on a project-by-project basis. This "cumulative mitigation"would serve to offset cumulative impacts to this specie.

Central Valley Chinook Salmon and Steelhead

Central Valley Chinook salmon (spring-run and fall/late fall-run) and Central Valley steelhead occur throughout the cumulative effects study area. These species primarily use the Feather River, Yuba, Sacramento and Bear Rivers and several tributaries.

Potential impacts to salmonids arising from build-out of the Sutter County General Plan may include:

1. Degradation of water quality from increased urban runoff
2. Direct mortality of juveniles from pollutants
3. Direct mortality of eggs from sedimentation and increased water temperature
4. Removal of riparian vegetation which may cause increased temperature
5. Increase erosion from lack of vegetation

Most of the areas planned for growth in the cumulative effects area do not encroach on major anadromous fish streams. In areas where anadromous fish rivers and creeks occur in local specific and general planning areas these resources have been identified as sensitive and, consequently, are designated as non-development areas, open space or conservation areas.

Potential cumulative effects to drainages, which support these species in the cumulative effects study area are expected to be relatively small as the transportation projects are mostly linear. These types of projects typically do not permanently

obstruct or divert natural streamflows, which require specific procedures and timing restrictions during construction at stream crossings.

Mitigation measures recommended by NOAA Fisheries to minimize cumulative effects include water quality management during and following construction and replacement of riparian vegetation and design modifications that reduce fill in channels. These are the types of measures that will be incorporated in the HCP currently being developed by Sutter County.

Cumulative Effects to Wetlands and Waters of the U.S.

Although nearly all the projects within the cumulative impacts analysis area have wetland impacts, these are not expected to be significant. Regulations require that there be no net loss of wetlands. All projects are required to incorporate water quality measures to prevent pollution of water within and beyond the project areas. With no net loss of wetlands and mandatory water quality measures, it is expected that any impacts to wetlands and waters will be temporary in nature. Moreover, mitigation that includes creation and preservation of natural habitats will facilitate sustainability throughout the region.

Swainson's Hawk

The proposed project has the potential to impact Swainson's hawk nesting and foraging habitat. Pre-construction surveys would identify nesting sites. Mitigation measures require protection or creation of equally suitable habitat within a 10-mile radius of impacted habitat. The entire proposed project is within the 10-mile protocol.

Besides the SR99 Safety and Operational Improvement Project, other projects listed in Table 4-3 would potentially impact habitat for this species. Mitigation and minimization measures associated with each individual projects is expected to reduce the cumulative effects on this species.

Habitat Conservation Plan

Sutter and Yuba Counties, both members of the Sacramento Area Council of Governments (SACOG) and Butte County propose to develop Habitat Conservation Plans (HCP) to address urban growth and the resulting impacts. The Habitat Conservation Plan (HCP) would contribute to offset some of the impacts related to the SR 99 Safety and Operational Improvement project. These plans will outline

planned housing and commercial developments as well as measures to minimize cumulative effects to resources. Some of the measures include limiting zoning in key habitat environments, creating state flood easements, creating habitat conservation easements, and designating wildlife areas and winter waterfowl areas.

The HCP is a document which helps dictate local development and provides a framework for their mitigation to offset cumulative affects.

Please refer to Figure 4-3.

4.3.2 Cumulative Community Impacts

The proposed construction of the "Third Crossing of the Feather River Bridge" (when constructed) (SR65) and the Route 70 Upgrade Project (construction starting in 2002) are expected to alter some circulation patterns within the proposed study area along SR 99. Both projects combined would cause a change in travel patterns on several portions of the aforementioned routes; SR 65,70, and 99, respectively. The construction of the "Third Crossing" is expected to relieve congestion on the two bridges that currently connect Yuba City and Marysville and presently allow indirect access to SR 99 and SR 70 as well as SR 65 to the southeast.

Overall, these impacts to current circulation and access patterns are expected to be beneficial to the traveling public and regional economy. The proposed improvements, in addition to related projects in the area, will influence the LOS on SR 99 and cause a shift in regional travel patterns.

Figure 4-3 – Proposed Habitat Conservation Plan

4.3.3 Farmlands

In addition to the SR 99 Safety and Operational and Improvement Project there are two other proposed highway projects in Sutter County. These projects, in addition to the projects listed in Table 4-4 would be expected to have cumulative impacts on the conversion of farmland.

The approximate breakdown of farmland impacts per project is as follows:

Table 4-4 - Farmland Impacts by Other Project in Sutter County

Projects Considered	Farmland Impacted ha (ac)
SR99 Safety & Operational Improvement	77 (190)
Sutter 99 Programmed Improvements O'Banion Rd. to Lincoln Rd. (Under Construction)	7 (17.0)
Route 70 Expressway Upgrade	110 (272)
Route 149 Expressway Upgrade	1.2 (3.0)
Algodon Rd. Interchange	362 (895)
Yuba//Butte 70 Marysville-Oroville Frwy	161.9 (400.0) - 497.0 (1228.0)
Industrial Commercial Reserve*	4,249 (10,500)
Route 65 Third River Bridge	Yes[1]
Route 70 Extension/ Ophir Rd. Interchange	0 ha (0ac)
Total	4968.1 (12276.4) – 5303.2 (13104.1)

[1]Potential Impacts have not been calculated.
*Special county designated area.

The total of farmland converted by the proposed and completed improvements from the SR 99 and 70 wye to O'Banion Road is estimated to be 105.2 ha (260 ac) {Alternative 3 (Preferred Alternative)}. The proposed project, in addition to the projects in Table 4-4 have the potential to convert between 4968.1 (12276.4 ac) to 5303.2 ha (13104.1 ac) of farmland to highway and industrial commercial use.

Although there is is a large inventory of farmland currently in use in Sutter County, there has been an incremental increase in the area's conversion of farmlands to non-farmland use. Local planning policy constrain some conversion of agricultural lands in the county, but planned developments and the construction of transportation projects may have potential cumulative impact to farmland conversion in the study area.

Industrial Commercial Reserve (ICR)

Sutter County's Industrial Commercial Reserve (ICR) is another factor to be considered when assessing farmland conversion impacts. The ICR designated by Sutter County represents approximately 4,249 ha (10,500 acres) reserved for commercial development in the southern most portion of the county. Sutter County has limited this conversion of this agricultural zoned land (AG-80) to incremental stages of development. The County General Plan allowed for 1416 ha (3500 acres) to be developed from 1996 until the next General Plan update cycle in 2004. On April 16, 2002, the Sutter County Board of Supervisors adopted a Specific Plan which rezoned 1416 ha (3,500 acres) to industrial and commercial use. So far only one commercial enterprise (a food service related industry) has located in the ICR. The soil in that portion of the County generally has a lower quality classification when compared to the farmlands to the north in the Project Area. Various types of commercial uses are allowed in the ICR. A long-term positive impact to the tax

Voters by referendum have stopped other residential and commercial development that would have intruded on farmland in the past and there remains strong public sentiment within the County and the Project Area against such development.

4.3.4 Other Resources

The proposed project is not expected to contribute to cumulative effects to air quality, water quality, and visual resources. Construction and mitigation measures would reduce impacts in these areas to a less than significant level (CEQA).

4.3.5 Cumulative Effects Summary

Although regional growth would be concentrated in established community centers and transportation upgrades on existing State facilities, there still would be cumulative losses to sensitive biological resources and farmland. The SR 99 Safety and Operational Improvement project would contribute to these losses of riparian habitat, wetlands, and habitat which supports federally and state listed species (Giant Garter snake and Swainson's Hawk). These losses are not substantial with implementation of proposed project mitigation, and considering the extensive resources available in the cumulative effects area. Despite the likelihood of cumulative effects to these resources in the region, the cumulative individual mitigation and conservation measures identified in planning documents and required

on Caltrans/FHWA transportation projects by resources agencies, as well as the forthcoming Butte, Sutter and Yuba County HCP would contribute to offset these effects.

In the cumulative effects area, agriculture is the predominant land use and has been identified as a high priority for preservation in local policies. In the foreseeable future, this land use would remain dominant even with full build out of all the planned growth areas identified in cumulative effects area. Although certain types of agriculture (orchards) are not the best land use to protect sensitive species, these areas do curtail other incompatible uses such as development. Other elements that would limit growth in the region and provide habitat for many sensitive and common species include: State flood easements (Yuba County), habitat conservation easements (Yuba, Sutter, and Butte counties, District 10/Honcut Creek area), designated wildlife areas/refuges (Sutter County, Marysville, Oroville, and Table Mountain), and major floodplains (Feather River, Yuba River, and Bear River). Because many of these areas limit incompatible land uses such as development, these areas would likely remain in their present state.

Although there would be direct, indirect, and cumulative effects from the SR 99 Safety and Operational Improvement Project, this project would not likely jeopardize the continued existence of listed anadromous fish (Central Valley Chinook Salmon and Steelhead), Giant Garter snake, and Swainson's Hawk. This is based on measures to avoid, minimize, and mitigate impacts to biological resources in the project area; land use constraints in the region, and extensive resources outside of foreseeable growth in the cumulative effects area.

Place holder

Chapter 5 Summary of Public Involvement Process/Tribal Coordination

5.1 Public Involvement

A Draft Environmental Impact Report/Environmental Assessment (Draft EIR/EA) was circulated to the public from June 24 to August 7, 2002. A public meeting was held on July 31, 2002 at the Veterans Memorial building in Yuba City. Many individuals expressed support for the proposed project. Comments received during the review period are included in Appendix B.

5.2 Selection of the Preferred Alternative

A Project Development Team (PDT) meeting was held to make a formal recommendation on the Preferred Alternative. The team was comprised of both Caltrans and local agency representatives. During the meeting, the PDT reviewed:

- The Route Concept for State Route 99 between Yuba City and the 99/70 "wye".
- Detail design review of segments 1, 2, and 4.
- Environmental impacts relating to Alternatives 1,2, and 3.
- Public comments received during the circulation of the Draft Environmental Document (DED).

Alternative 3 was selected as the preferred alternative. While it involves essentially the same level of environmental impacts as Alternatives 1 and 2 it does provide the added benefits of higher level of safety, shorter travel time, and lower estimated cost.

5.3 Tribal Coordination

Request for information letters were sent to the following local historical society/historic preservation groups on the dates shown:

- Sutter County Historical Society (December 14, 2000)

- Community Memorial Museum of Sutter County (March 13, 2001)

A request for a list of Native American informants and information on the presence of sacred lands within the project area was sent to the Native American Heritage Commission on December 14, 2001.

A request for information letter were sent to the following Native American groups:

- Maidu Elder Organization (Martha Noel) (March 13, 2001)
- Mike Mitchem (March 13, 2001)

A request for information letter was sent to the Northwest Information Center of the California Historical Resources Information System, California State University, Chico on December 20, 2000.

Summary of comments received/results:

- John V. Reische, President of the Sutter County Historical Society, responded in writing on January 2, 2001, that a search of their records was negative for historic sites, structures or references regarding the project area.
- The Native American Heritage Commission replied, by FAX, on January 16, 2001, stating that no known sacred lands are located in the immediate project area. They also supplied two names of Native Americans (see above) for contacting regarding Native American issues in or near the project area.

Further information is contained in the Historic Property Survey Report, available at Caltrans District 3 Office, 703 B Street, Marysville, CA.

Chapter 6 List of Preparers And Technical Studies

This Final Environmental Impact Report/Environmental Assessment (FEIR/EA) was prepared by the North Region of the California Department of Transportation (Caltrans). The following Caltrans staff contributed to this document:

6.1 Caltrans Contributors

Jeffrey M. Loudon, Senior Environmental Planner. MA Environmental Planning, CSU, Chico, BS Business Administration, CSU, Chico. 32 years experience in environmental planning. **Contribution: Branch Chief.**

Andy Agustinovich, Transportation Planner, B. A. Sociology, Masters Degree Public Administration, CSU Hayward. Eleven years professional experience with the Department of Transportation with four years professional experience in the fields of social and criminal research. **Contribution: Community Impact Assessment**

Sean Penders, Transportation Engineer, B.S. Environmental Engineering, California Polytechnic State University San Luis Obispo, 6 years experience in the civil/environmental engineering and water quality field. **Contribution: Water Quality, Hydrology and Storm Water Report.**

Gail St. John, Associate Environmental Planner. Master of Historic Preservation, University of Georgia; B.A., Art History, University of California at Davis. Six years' experience conducting architectural surveys and evaluations. **Contribution: Historic Architectural Survey Report and Historic Property Survey Report.**

Suzanne Melim, Associate Environmental Planner, B.S. Natural Resource Management; California Polytechnic State University, San Luis Obispo. Six years of experience in biology and environmental planning. **Contribution: Project Biologist; Natural Environmental Study Technical Report.**

Lynn Speckert, Associate Environmental Planner; B.S. Environmental Toxicology, University of California, Davis. Seven years of experience in air quality and environmental studies. **Contribution: Air Quality Report.**

Steve Nawrath, Landscape Architect 4562, Masters of Landscape Architecture, Cal Poly Pomona; B.S Ornamental Horticulture, Cal Poly San Luis Obispo. Six years experience in environmental design, ecological restoration and erosion control. **Contribution: Visual Impact Assessment Technical Report.**

Daryl Noble, Associate Environmental Planner, M.A. Anthropology 1983 CSU, Sacramento; B.A. Anthropology 1978 CSU, Sacramento. 25 years experience in California archaeology and cultural resources management. Contribution: Archaeological Survey Report and Historic Property Survey Report.

Cara Lambirth, Associate Environmental Planner, M.A. English, CSU Sacramento; B.S. Business Administration, Arizona State University. One year experience in economics and environmental studies. **Contribution: Peer Review.**

Adele Pommerenck, Environmental Planner, B.A. Environmental Studies, California State University, Sacramento. Two years experience in environmental studies. **Contribution: Peer Review**

Sandra Rosas, Associate Environmental Planner, M.A. Anthropology (Ethnobotany), Northern Arizona University; B.S./B.A. Biology/Anthropology, California State University, Chico. Eleven years experience in environmental studies. **Contributions: Environmental Study Coordinator and Document Writer.**

Alicia Beyer, Hazardous Waste Coordinator, MS Civil Engineering (Hazardous Waste), University of Texas; BS Civil Engineering, Chihuahua State University. Nine years experience in Hazardous Waste studies. **Contibutions: Initial Site Assessment.**

Francisco Miranda, P.E., Transportation Engineer, MS Illinois Institute of Technology, MBA University of Barcelona, Spain. Eleven years of combined experience in Transportation Planning, Traffic Studies, and Highway Design. **Contibutions: Project Engineer.**

Carlos A. Portillo, P.E., Project Manager, B.S. Civil Engineering, California State University, Sacramento. Fifteen years experience in project development and construction. **Contributions: Project Manager.**

Ted Davini, P.E., MBA, Project Manager, B.S. Civil Engineering; MBA, California State University, Sacramento. Eleven years experience in project development and design. **Contributions: Project Manager.**

Gary Sidhu, P.E., Project Manager, MS Civil Engineering, California State University, Sacramento. Twelve years experience in project development and design. **Contributions: Project Manager.**

Craig Murray, P.E., Transportation Engineer, B.S. Civil Engineering, California State University, Chico. Seven years experience in civil engineering. **Contributions: Floodplains Analysis.**

Sergio Colacevich, Project Engineer, Diploma of Geometra, Technical Institute G. Galilei, Florence, Italy. 30 years experience in roadway design and construction. **Contributions: Project Engineer for Segment 1.**

6.1.1 Consultants

Illingworth & Rodkin, Inc., Petaluma, California. Michael Thill, Staff Scientist, B.S Environmental Studies, University of California, Santa Barbara. Over eight years of experience preparing noise studies. **Contribution: Noise Impact Study.**

6.2 Technical Reports

Air Quality Report

Community Impact Analysis

Floodplain Analysis

Hazardous Waste Evaluation

Historic Property Survey Report

Noise Impact Study

Natural Environmental Study

Project Study Report

Project Report

Visual Impact Assessment

Water Quality Report

Place holder

Chapter 7 Distribution List

In compliance with NEPA and CEQA, the public and agencies were notified of the availability of the Draft EIR/EA. The Draft EIR/EA availability was published in the Federal Register and in local newspapers. The notifications of availability were sent to all parties on the project mailing list.

The Draft EIR/EA was distributed to key interested parties and key elected and appointed officials, as well as to all parties requesting it. The Draft EIR/EA was made available at the Sutter County Library, Yuba County Library, and through the District 3 public information office.

The following is a list of all people and agencies receiving the Draft EIR/EA:

Federal Agencies

Sacramento District
U.S. Army Corps of Engineers
1325 J Street
Sacramento, CA 95814-2928

U.S. Fish and Wildlife Services
Sacramento Fish and Wildlife Office
2800 Cottage Way, West 2605
Sacramento, CA 95825

National Marine Fisheries Service
Northwest Region–Sacramento Office
650 Capitol Mall, Suite 6070
Sacramento, CA 95814-4706

National Marine Fisheries Services
Central Valley Office
650 Capitol Mall, Room 8-300
Sacramento, CA 95814

Nova Blazej
Transportation Coordinator/
NEPA Reviewer
Federal Activities Office
U.S. EPA, Region 9
75 Hawthorne Street, CMD-Z
San Francisco, CA 94105-3901

State Agencies

State Clearinghouse
1400 Tenth Street, Rm. 121
Sacramento, CA 95814

Public Utilities Commission
505 Van Ness Avenue
San Francisco, CA 94102-3298

Executive Officer
State Lands Commission
1807 13th Street, Rm. 101
Sacramento, CA 95814-7117

Executive Secretary
Native American
Heritage Commission
915 Capitol Mall, Rm. 288
Sacramento, CA 95814-4810

Director
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1416 9th Street
Sacramento, CA 95814-5511

Director Department of
Boating & Waterways
1629 S Street
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Director
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Honorable Richard Dickerson
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Special Interests

Sierra Club
Motherlode Chapter
P.O. Box 1335
Sacramento, CA 95812-1335

California Native Plant Society
909 12th Street, Ste 116
Sacramento, CA 95814

California Wildlife Federation
1012 J Street, Ste 201
Sacramento, CA 95814

General Interest

Marian Missionaries of
Jesus Crucified
Queen of Angels Oratory
7327 Garden Highway
Yuba City, CA 95991

Sierra Gold Nurseries
5320 Garden Highway
Yuba City, CA 95991

Mr. & Mrs. Stephen Clark
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This FEIR/EA will be sent to all persons, organizations, and agencies that submitted substantive comments on the DEIR/EA, to all individuals who have requested a copy, and to all responsible agencies.

The FEIR/EA will also be available for information and public disclosure purposes at the following locations:

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Sacramento Area Council of Governments
3000 S Street
Sacramento, CA 95816-7058

Caltrans District 3
703 B Street
Marysville, CA 95901

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Chapter 9 Index & Glossary

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Glossary

Accident rate – Number of accidents per million vehicles.
ACOE – U.S. Army Corps of Engineers
Anadromous - Migrating up rivers from the sea to breed in fresh water.
Best Management Practices (BMP) – Any program, technology, process, operating method, measure or device that controls, prevents, removes or reduces pollution.
Basin Plan – A specific plan for control of water quality within one of the nine hydrologic basins of the State under the regulation of a Water Quality Control Board.
Bypass – An arterial highway that permits traffic to avoid all or part of a certain area such as an urban area or park.
Caltrans – California Department of Transportation
CDFG – California Department of Fish and Game
CEQA – California Environmental Quality Act of 1970
CNDDB – California Natural Diversity Data Base; a database of plant and animal species
CNPS – California Native Plant Society
Conventional Highway – A highway with no control of access roads onto the highway, which may or may not be divided or have grade separations at interchanges.
Cooperating Agency – An agency, other than the lead agency, that has jurisdiction by law or other expertise, that is involved in a proposed project.
Corridor – A strip of land between two termini within which traffic, topography, environment, and other characteristics are evaluated for transportation purposes.
CTC – California Transportation Commission
Cumulative Effects – Project effects that are related to other actions with individually insignificant but cumulatively significant impacts.
dBA – Decibels on the A weighted scale.
DBH – Diameter (of a tree) measured at breast height.
Decibel – A numerical expression of the relative loudness of a sound.
Draft EIR/EA – Draft Environmental Impact Report (State), Environmental Assessment (Federal).
Drainage basin – The area in which all surface water will accumulate into one given stream.
Encroachment (floodplain) – An action within the limits of the 100-year floodplain.
Endangered – Plant or animal species that are in danger of extinction throughout all or a significant portion of its range.
Erosion – The wearing away of the land surface by running water, wind, ice, or other geological agents.
ESU – Evolutionarily Significant Unit – A distinctive group of Pacific salmon, steelhead, or sea-run cutthroat trout.
Expressway – Arterial highway with at least partial control of access, where limits are placed on number and type of intersecting streets, roads and driveways. An expressway may or may not be divided or have separations at intersections.
FEMA – Federal Emergency Management Agency
FHWA – Federal Highway Administration
Federal Register – A federal publication that provides official notice of federal administrative hearings and issuance of proposed and final federal administrative rules and regulations.
FIRM – Flood Insurance Rate Map. The official map upon which FEMA has delineated the areas of special flood hazard applicable to a community.

Floodplain (100-year) – The area subject to flooding by the flood or tide having a one percent chance of being exceeded in any given year.
Freeway – A divided arterial highway with full control of access and with grade separations at intersections.
Grade Separation – Utilized when two roads intersect at different grades (vertical elevations). Normally provided as part of an interchange, in lieu of an at-grade intersection.
Habitat – The place or type of site where a plant or animal naturally or normally lives and grows.
Hectare – A unit of surface measure in the metric system, equal to 10,000 square meters.
HPSR – Historic Property Survey Report. A comprehensive evaluation of cultural resources in a given area.
Initial Site Assessment – A Caltrans term for an initial study to determine hazardous waste issues on a project.
LEDPA – Least Environmentally Damaging Practicable Alternative. The Clean Water Act Section 404(b)(1) Alternatives Analysis is a specific evaluation to determine the LEDPA to waters of the U.S. (including wetlands) while meeting the project purpose. A Section 404 Permit can only be issued for the LEDPA.
L_{eq} – A measurement for evaluation of sound impacts, it is the measurement of the fluctuating sound level received by a receptor averaged over a time interval (usually one hour).
Level of Service (LOS) – A measurement of capacity of a roadway.
M - (meters)
Median – The area of a divided highway that separates the traveled way for traffic in opposite directions.
Mitigation – Compensation for an impact by replacement or providing substitute resources or environments. Mitigation can include avoiding an impact by not taking a certain action, minimizing impacts by limiting the degree of an action, or rectifying an impact by repairing or restoring the affected environment.
NEPA – National Environmental Policy Act of 1969
NES – Natural Environment Study (biology)
NOAA Fisheries – National Marine Fisheries Service
NOD – Notice of Determination. A decision statement that indicates that a project has been approved subject to the requirements of CEQA.
NOI – Notice of Intent, part of the NEPA process. A notice placed in the Federal Register to advise the public that an environmental impact statement will be prepared for a project.
NOP – Notice of Preparation, part of the CEQA process. Notice sent to responsible agencies stating that an environmental impact report will be prepared for a project.
NPDES – National Pollutant Discharge Elimination System. A permit regulated by the Regional Water Quality Control Board that is required if more than 2 ha (5 ac) of original ground is graded. One condition of this permit is that the contractor submit a Storm Water Pollution Prevention Plan (SWPPP), which is similar tot he Water Pollution Control Plan required by Caltrans' Standard Specification 7-1.01G.
Postmile (PM) – A method of identifying a location on the State Highway System using miles. When combined with the county and route, identifies unique locations along any State route in terms of miles.
Practicable – An action that is capable of being done after taking into consideration cost, existing technology and logistics in light of overall project purposes.
Receptors – Term used in air quality and noise studies that refers to houses or businesses that could be affected by a project.
Regulatory Agency – An agency that has jurisdiction by law.
Responsible Agency – A public agency other than the Lead Agency that has responsibility for carrying out or approving a project under CEQA.

Right-of-Way – A general term denoting land, property, or interest therein, usually in a strip, acquired for or devoted to transportation purposes.
Riparian – Pertaining to the banks and other adjacent terrestrial (as opposed to aquatic) environs of freshwater bodies, watercourses, estuaries, and surface-emergent aquifers, whose transported freshwater provides soil moisture sufficient in excess of that available through local precipitation to potentially support the growth of vegetation.
ROD – Record of Decision, part of the NEPA process. A statement that explains why an alternative has been selected, and summarizes mitigation and efforts made to minimize environmental impacts.
RTP – Regional Transportation Plan.
RWQCB – Regional Water Quality Control Board.
SACOG – Sacramento Area Council of Governments
SHPO – State Historic Preservation Officer.
Special Status Species – Plant or animal species that are either (1) federally listed, proposed for or a candidate for listing as threatened or endangered; (2) bird species protected under the federal Migratory Bird Treaty Act; (3) protected under State endangered species laws and regulations, plant protection laws and regulations, Fish and Game codes, or species of special concern listings and policies; (4) recognized by national, state, or local environmental organizations (e.g., California Native Plant Society).
STIP – State Transportation Improvement Program.
SWPPP – Storm Water Pollution Prevention Plan.
Threatened – species that is likely to become endangered in the foreseeable future in the absence of special protection.
TIP – Transportation Improvement Program.
TSM – Transportation Systems Management.
Underground Storage Tanks (USTs) – Tanks that typically contain motor vehicle fuel and are placed approximately three feet below the ground surface.
USEPA – U.S. Environmental Protection Agency.

USFWS – United States Fish and Wildlife Service.
Waters of the United States – As defined by the ACOE in 33 CFR 328.3(a):

1. All waters that are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters that are subject to the ebb and flow of the tide;
2. All interstate waters including interstate wetlands;
3. All other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate or foreign commerce, including any such waters:
    I. Which are or could be used by interstate or foreign travelers for recreational or other purposes; or
    II. From which fish or shellfish are or could be taken and sold in interstate or foreign commerce; or
    III. Which are used or could be used for industrial purposes by industries in interstate commerce;
4. All impoundment of waters otherwise defined as waters of the United States under this definition;
5. Tributaries of waters identified in paragraphs 1-4;
6. The territorial seas;
7. Wetlands adjacent to waters (waters that are not wetlands themselves) identified in paragraphs 1-6.

Wetlands – Areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas [33 CFR 328.3(b)].